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THE WIFE AND KIDDIES WANT THAT VICTROLA THIS CHRISTMAS.



The China Mail

ESTABLISHED 1845

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Barometer 30.00

Rainfall 0.00 inch.

Humidity 34

December 8, 1921, Temperature 59.

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HONGKONG, FRIDAY, DECEMBER 8, 1922.

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HONGKONG.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

STRAITS DECISION.

AMERICA'S ALTERNATIVES.

NEWSPAPER COMMENT.

New York, December 7.

The Associated Press-Washington correspondent says that the question whether the Government is prepared to participate in international control of the Straits still awaits answer, but it can be definitely said that the United States is not committed to participation.

Presumably the American attitude will be determined only after full consideration of the specific proposals of the Allies.

The Times says that an inevitable consequence of Mr. Child's announcement is that the United States must be ready to cooperate in carrying out her own declared purposes. America cannot refuse to accept membership of the Straits control commission.

The New York World says that nobody has proposed a plan for the Straits half so good as the Allied one, and unless Washington has something better up its sleeve it must accept the proposal or eliminate itself from the discussion.

RUSSO-TURKISH VIEWS DIFFER.

LAUSANNE, December 7.

There are reports of a divergence between the Turkish and the Russian views as regards the allied Straits scheme, the former considering it forms the basis of further negotiations while Mr. Okhcherin says he will not sign a settlement if the Russian demand for placing the Straits to warships is not accepted. The Turks do not seem perturbed by the Russian attitude, declaring they are the party principally affected as regards the security of Constantinople while the Black Sea question may be considered later.

ANOTHER IRISH OUTRAGE.

DEPUTIES SHOT ON WAY TO DAIL.

LONDON, December 7.

Mr. Cochrane announced in the Dail that Deputy Sean Hales had been shot dead and Deputy Speaker O'Malley wounded. Both were apparently proceeding to the Dail when they were attacked by men armed with revolvers.

HOW IT HAPPENED.

LATER.

Hales and O'Malley were starting in a Hachey car from their hotel when seven men lurking in the vicinity shot them with revolvers. The assailants separated and escaped. O'Malley has been operated on and is out of danger.

CITY EQUITABLE CRASH.

ACTION AGAINST COMPANIES' OFFICERS.

LONDON, December 8.

In connection with the liquidation of the City Equitable Fire Insurance Company and associated companies the Official receiver announces that he has carefully considered the question of taking proceedings against officers of the companies who were apparently guilty of breach of trust with a view to determining whether they should contribute to the assets as compensation. Summonses have already been issued against some of the ex-officers of these companies.

STABILISING WORLD'S ECONOMIES.

INTERNATIONAL CONFERENCE COMING.

LONDON, December 7.

Re-lying to a question in the House of Commons Mr. Stanley Baldwin (Chancellor of the Exchequer), said the Bank of England intended to act on the recommendation of the Genoa conference to summon an international conference of central banks to consider the stabilisation of currencies and exchange. He hoped the meeting would be possible before long.

WOODROW WILSON ALERT.

CLEMENCEAU'S IMPRESSIONS.

WASHINGTON, December 7.

Mr. Clemenceau, after visiting Mr. Woodrow Wilson, declared he found him mentally alert. Mr. Wilson, he said, showed great eagerness to view and ponder the thought.

THE DOLLAR.

To-day's closing rate 2/4 5/16.
To-day's opening rate 2/4 5/16.

THE OPIUM MYL.

STRAITS POLICE CRITICISED.

HONGKONG AND STRAITS TIMES.

LONDON, December 7.

In an editorial on the recent Home Office statement reviewing the action taken by the British Government under the international opium convention in the British Colonies, the Manchester Guardian underlines the comparative ineffectiveness of the policy of the Straits Settlements where the difficulties might be expected to be less than Hongkong. It points out the increased consumption in the Straits during the period 1918-1920 and remarks that possibly the severity of the measures taken in Hongkong against offenders may have something to do with the difference in the results achieved.

IRISH FARM STATE.

MOVE TO EXCLUDE SIX COUNTIES.

LONDON, December 7.

A resolution to form an address to the throne voting six counties out of the Free State moved by Sir James Craig was adopted by both Houses in the North Ireland Parliament.

ORRIG STILL SQUABBLING.

LATER.

Sir James Craig declared that the moment the question arose of Ulster going under the Dublin parliament he would resign. He reiterated that the Northern Government would have nothing to do with the boundary commission. There could be no boundary adjustments until agreement existed among the border counties.

GERMANY'S RECONSTRUCTION POLICY.

DRASTIC DECISIONS FORESHADOWED.

Berlin, December 7.

In a speech to the Budget Committee in the Reichstag Herr Meißner, Finance Minister, announced the Government's policy of close co-operation with the Allies to secure the alleviation of distress, the stabilisation of the mark and the economic reconstruction of Europe. He declared it might be necessary to make drastic decisions always taking into account their commitments on the Rhine and.

GREEKS AND CONSTANTINOPLE.

AMERICAN PROTEST IMPRESSES TURKS.

LAUSANNE, December 7.

The American representative on the minorities sub-commission protested against the proposal for compulsory exchanges of populations except where necessary to secure humanitarian ends. He especially disapproved of the movement of the Greeks from Constantinople. His statement impressed the Turks who will probably abandon the demand for the expulsion of the Greeks.

INDO-CHINA RUBBER.

FRENCH PROPOSALS TO ENCOURAGE PRODUCTION.

PARIS, December 7.

The customs committee of the Chamber has rejected the proposal of M. Ouvre, the Indo-Chinese deputy for a duty of two francs a kilogramme on imported rubber but it is proposed to recommend postponement of the premium on production of native rubber with the object of encouraging producers in Indo-China.

AEROPLANE DURANCE.

100,393 MILES WITHOUT OVERHAUL.

LONDON, December 7.

In the House of Commons the Secretary for Air said the greatest mileage of a British commercial aeroplane on regular cross-Channel service was 100,393 without overhaul. The machine was still in perfect condition.

ANOTHER HAGUE CONFERENCE.

WOMEN'S LEAGUE OF FREEDOM AND PEACE.

THE HAGUE, December 7.

The international conference of the Women's League of Freedom and Peace has opened. Miss Jane Addams of Chicago is presiding.

BUSINESS NOTICES

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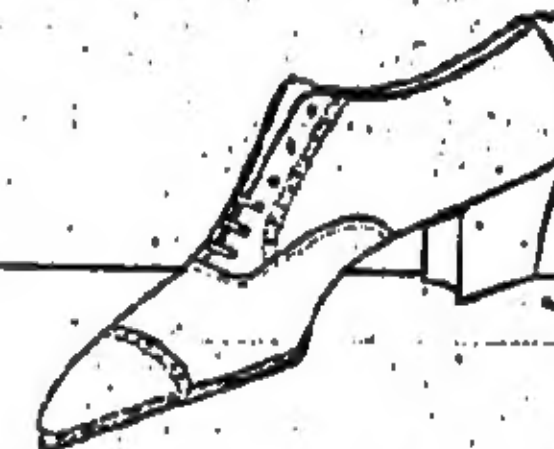
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SILKS AND VELVET.

BIRTH.

MCINTYRE—On December 1, 1932,
at Shanghai, to Mr. and Mrs. F.
K. McIntyre, a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, DEC. 8, 1932.

COURT MARTIAL.

The "Tamar" assent case has ended with the usual court martial, and the prisoner, a lad twenty-one years old, has been sentenced to five years' penal servitude. Now the merits of the trial itself quite apart, the "Tamar" case is interesting as it relates to the whole court martial system. The assent was admittedly a very savage one, but the evidence for the prosecution, according to the newspaper accounts, offered nothing to contradict the prisoner's claim that he was the victim of a sudden mental aberration. His record, read in Court, did mention that among other minor offences he had once been found in possession of an article of clothing belonging to an officer, but this the prosecution did not attempt to connect with the assault itself. Women may weep over the tragedy of one sudden, terrible act which almost killed one man and has sent another little more than a boy to jail for five years; men may moralise over the justice which gives a mere youth guilty of a sudden lapse almost the same punishment that is given an unscrupulous insurance director whose long and calculated fraud has ruined thousands and possibly cost many lives; but for Hongkong people these are profitless themes since the Court, whether they deem its sentence light or severe, has absolute authority and its decrees are practically final. Consequently it is not to discuss the merits of this particular trial that we mention this painful matter; it is rather to register a plain strong protest against the

whole court martial system as it effects more than mere departmental offences. The wording of the charge in this particular case might be claimed to bring the offence within the definition of a purely departmental matter, but that would be an obvious quibble in the face of the actual circumstances of the crime as told in evidence. Indeed, the prisoner's story, which the prosecution seemingly made no attempt to disprove, shows that the crime might have been committed against anybody, naval or civilian. The case was therefore essentially one for the civil courts. Assuredly the naval regulations empowered the court martial to adjudicate but the naval regulations, specially framed to guard the honour of the Service, should not displace common law which has been the Britain's heritage ever since Magna Charta was first won. The principle involved in this case might have been worse had the prisoner denied the charge. More often in these cases the plea is not guilty and rarely has any of the naval officers who form the Court the special legal training or experience necessary to fit him to perform the functions of a criminal court judge. Moreover, however great the integrity of each, not one, by the very nature of his position in relation to that of the prisoner, and the fact that he is steeped in the strictest naval traditions, can usually in the eyes of the world be deemed entirely free from the doubt of prejudice or special interest in enforcing discipline; a doubt which could never apply to a civil judge. These two aspects—the difficulty of persuading the public that the court is entirely free from prejudice and the danger of undue severity in maintaining the honour of a special body—are powerful reasons why the court martial, the medical board, the barristers' board and every other form of specially interested trial should be forbidden to try offences which are essentially the province of the civil court, where the sole consideration is justice—justice alike for the offender who must be punished, and for the public who must be protected.

ARBITRATION DISPUTE.

FULL COURT SITS.

APPEAL BY MR. NEMAZEE.

At a sitting of the Full Court this morning before the Chief Justice (Sir William Rees Davies K.C.), who presided, Mr. Justice Skinner Turner, of Shanghai, and Mr. Justice Gompertz, an appeal was lodged by Mr. H. M. H. Nemazee against an order by the Chief Justice dated August 5th, allowing execution to be issued on an arbitration award against the respondent the Yu Fong Steamship Co. The appellant was represented by Messrs. Deacon, Looker, Deacon and Hamilton and the respondents by Mr. Eldon Potter (instructed by Messrs. Wilkinson and Grist).

In opening the case, for appellant Mr. F. C. Jenkins (instructed by Messrs. Deacon, Looker, Deacon and Hamilton) and the respondents by Mr. Eldon Potter (instructed by Messrs. Wilkinson and Grist).

In opening the case, for appellant Mr. F. C. Jenkins said the appeal was against an order giving leave to respondents to enforce an award under the summary process. That order was made as a result of the following circumstances:—Mr. Nemazee chartered four ships from the Yu Fong Steamship Co. as a result of which certain disputes arose and the matter was referred for arbitration. An award was made on January 18 and on August 5 an appeal was made against the enforcing of payment of the sum of \$48,000. The allegation of Mr. Nemazee was that he had paid \$23,500 twice over. One payment only, however, was warranted. Mr. Nemazee alleged overpayment and put forward a cross demand which made a total of \$125,000. He claimed therefore that the summary process should not run against him.

The Chief Justice: His cross claim is more than the award?

Mr. Jenkins: It is about \$75,000. He explained that respondent had what appeared to be a bona fide cross-claim. The summary process he claimed should be reduced and applicant left to his remedy by action, notwithstanding the fact that the demand was never before the arbitrator, and arose subsequent to the making of the award. Counsel's second proposition was that if the right to proceed summarily was doubtful the applicant would again be left to his own remedy by action. The manner in which he (counsel) would substantiate the accuracy of his proposition would be that he would endeavour to establish that the practice before the arbitration act was in accordance with his proposition and that the arbitration act had not altered the practice but had merely cheapened and expedited the procedure.

The case is proceeding.

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony yesterday.

Captain R. D. Coath, the well-known airman has been transferred to London.

A Chinese woman living at No. 33, Park Street attempted to commit suicide yesterday by taking opium. She is now in hospital in a serious condition.

Mr. Edgar G. Jamieson, who has been acting British Consul at Chang-hai, passed through Shanghai recently on his way to England on Homeleave.

The total output of the Kailan Mining Administration's mines for the week ending November 26 amounted to 75,650 tons and the sales during the period to 39,280 tons.

Mr. Hugh Garney, C.M.G., M.V.O., Counsellor of Embassy at Tokyo was in Shanghai last week en route to England for Home leave. He and Mrs. Garney, who accompanies him, were entertained during their stay in Shanghai by Mr. Sidney Barton, C.M.G.

Amongst several Hongkong people who returned from leave by the N.Y.K. s.s. "Kamo Maru" yesterday were Mr. T. Patric (Editor of the South China Morning Post) and Mrs. Patric, Mr. and Mrs. H. Fawcett, Mrs. C. G. Alabaster, Messrs. F. O. Goodfellow and J. P. Hutton and Dr. C. H. Wan. By the same steamer Mr. F. Bagot arrived to join the staff of Messrs. Dodwell and Company.

The two Chinese who were arrested in Gough Street at 11 p.m. on November 23, for the possession of two bombs were yesterday afternoon committed by Mr. R. B. Lindell to the Central Prison. The Government Analyst said the bombs which were made of tin can with glass, dynamite and a detonator, were dangerous within a considerable radius.

PEKING POLITICS.

MORE JUGGLING OVER THE PREMIERSHIP.

PEKING, December 7.

It is reported that the nomination of Chang Shou-tseng as Premier will not be placed on Monday's agenda and not to-morrow's as at first expected. As the constitution requires the endorsement of the permanent premier by both Houses.

The Senate will hold a special meeting to-morrow, when the question of the speakership will again be discussed. Party rivalries still threaten to block the matter and a group of senators now propose to elect a temporary speaker so that the vote for the speakership can be taken.

Meanwhile political attention is centring on the forthcoming gathering at Paoinglu on the occasion of Tiao Kun's birthday, for which Wang Cheng-ping and Tiao Jui went to Paoing yesterday evening.

There is reason to believe that at the Paoing gathering will discuss the personnel of Chang Shou-tseng's proposed cabinet. If powerful opposition to Chang Shou-tseng's premiership arises his nomination may be withdrawn.—Reuter.

NOWHERE TO GO.

RUSSIAN REFUGEES AT SHANGHAI.

SHANGHAI, Dec. 8.

Five Russian vessels with refugees from Vladivostok under the command of Admiral Stark arrived at Woosung yesterday from Korea. Ten more are expected. Admiral Stark is negotiating with the Chinese authorities for permission to land but the question is very difficult as there is no work in Shanghai and the relief societies' funds are limited.—Reuter.

HAVE A LITTLE OWL?

CHINESE MEAL TIME QUERY.

A Chinese was charged before Mr. R. E. Lindell this morning with having hawked owls "as food for men," without a licence.

Magistrate: Owls as food for men? Ser. Elton: Yes, your Worship.

Are you sure? I never heard of this before.

Yes, sir, at certain seasons of the year owls are sold for food.

Are they sold at the markets? Yes, at the Western Market.

In reply to the Magistrate, the Court Interpreter said owls were eaten by certain classes of Chinese.

Answering another question, Sergeant Elton said that besides the Western Market, owls were obtainable at the bird shop but these were sold as pets.

Giving evidence of arrest, the Sergeant said he saw the defendant in Mosque Street yesterday afternoon, carrying a basket containing three owls. Defendant offered them for sale at a shop, and then accepted a man in the street. When he saw the witness he ran behind a staircase and hid the basket.

A fine of \$10 (or 14 days) was imposed.

MAGIC AND MYSTERY.

CHEFALO AND PALERMO.

These capital illusionists Chefalo and Palermo are to begin their season of laughter and mystery at the Theatre Royal to-morrow night. Mr. Chefalo is an excellent showman and he provokes laughter and wonderment in equal measure. Amongst the new illusions to be presented is the amazing "sawing through a woman" feat which caused such a big sensation at Home and his wonderful crystal-gazing stunts.

Chefalo and Palermo have arranged to give a special matinee at 5 p.m. on Saturday, December 10, when children will be admitted at half price to all parts of the house.

ARMED ROBBERS.

THE SAME OLD STORY SLIGHTLY VARIED.

About 11.30 last night, a coolie employed at No. 13, Peel Street, was alone in the house when a knock came to the street door. When he opened the door four men pushed their way in. One of the men who said he was a policeman, had a dagger in his hand. He enquired where the master was, remarking that he was an enemy of the latter. When informed that the master was not in, the intruders bound and gagged the coolie. They then ransacked the house and stole \$10 in cash, deposit receipts for \$350 and some clothing worth \$15.00.

CRICKET.

NOTES AND COMMENT.

BATSMEN'S PROWESS.

Last week, I promised in my next notes to discuss on our batsmen's prowess. As one who has had stern intuition in the theoretical, as well as the practical side of the game, but with every feeling of humility and respect, may I address a few words to some of our budding enthusiasts? I have noticed with a feeling akin to alarm the batting adopted by some of our leading cricketers. Rarely does one see the upright stance with left shoulder aggressively forward and the firm right knee. Instead of this we generally see a crouching attitude, both knees bent, constant back play with both legs in front of the wicket and facing the attack. Half volleys are pushed back to the bowler or mid-on and the main scoring strokes consist of glances to leg or through the slips and strokes on the on-side which are boring to a degree. For sheer attractiveness, our leading batsmen's methods are not to be compared with those of a decade ago and I submit they are not so serviceable. The glorious off-drive—the finest stroke in the game when well made—the slashes past cover point and to a large extent the straight drives, seem to have declined in their popularity.

It sounds paradoxical, but I believe that decadence in bowling has created bad batting. By bad bowling, I mean the insistence on wry, the cult of the googly and the consideration that length is of little importance as compared with tricks. A number of our enthusiasts may recall a man named Graham who served in the R.G.A. and was stationed here during the war. In civil life, I believe, he was a groundsman at Lord's. His first public appearance here was in a friendly match against the Craigengower; later he figured in the C.C.C. team but towards the end of his stay he played for the R.G.A. At first, he met with wonderful success as a bowler, very often getting freak figures when there was nothing in the condition of the wicket to warrant them, but he was very harmless in his last season for the R.G.A. He had almost perfect control of the spin and could produce tricks with deception in flight, but he seldom displayed consistent length. I have seen batsmen with reputations completely revolutionise their attitude when facing Graham.

Possibly rightly, they felt that the ball needed more watching. Hence the crouch, the general bunching of the body and the fatal so distant wry stance. This change of tactics on the batsman's part has introduced the cult of footwork, a cult which may become a fetish. By all means let us have plenty of footwork for on that largely depends a batsman's success. But let us keep it in the singular number and apply it mainly, if not entirely, to the front foot which should direct all forward play whether direct aggressive or otherwise. I maintain that except in the full drive and late cut, the back foot's sole mission is to provide the stability of the stance or defence. An exception must also be made to the batsman of short stature who jumps back on his right foot towards the wicket when playing back to a rising ball. And the field is placed accordingly. To the ordinary medium fast bowler against a crouching batsman we observe four short slips in a row, a deep third man, extra cover fairly close in, mid-off straight and a few yards behind the bowler's wicket, mid-on probably on a level with mid-off and the stumper possibly standing back—an excellently placed field, to be sure, for the requirements.

I am not an advocate of unbending orthodoxy, for individual geniuses are bound to arise. They are a glorious asset to the game but they also form a distinct danger. All I would urge is a repudiation of the crouching, jumpy methods of batting and that bowlers recognise the fallacy of length and natural spin being negligible if one can produce tricks and speed. I contend that a bowler could practise and practise until he has complete command of the ball and can, figuratively speaking, pitch on a dollar piece. Then and not till then should he attempt tricks of flight or break. Above all, length should never be sacrificed for speed. A batsman should cultivate the straight bat habit till it comes as naturally as grasping the bat handle. In dealing with fast bowling, one is apt to be obsessed by the attraction of the pull, but I feel convinced that there is more delight in honest driving. I am also of the opinion that a batsman should not go to the wicket with the intention of playing himself in—especially in Saturday afternoon cricket. He should deal at once with

"THE FORTUNE TELLER."

TO-DAY'S CORONET PICTURE.

Those who are interested in the art of fortune-telling will not wish to miss to-day's new picture at the Coronet. It is a Robertson Cole production entitled "The Fortune Teller" and the chief part is played brilliantly by Miss Marjorie Rameau.

A wife whose scientist husband divorces her on false grounds and thereby deprives her of the society of her small son is the central figure of the story. Possessing marvellous psychic gifts she takes up fortune-telling as a profession and becomes known to a large clientele as "Madame Rance". To her comes a young man whom she discovers to be her son. A mere wreck, physically and morally, of her former self she rouses herself when she discovers that the boy's father has spoiled whatever chances of success the young man might have had and she inspires her son to do great things—without letting her identity become known. Leaving her demoralizing associations behind her she levers her son in society and business until finally he becomes a successful candidate for political honours and the fiancé of the Governor's daughter. In the process she achieves her own regeneration.

each ball on its merits, at the same time not forgetting that as in everything else, the surest defence is offence.

Some really good length balls have to be played, but in playing them cricketers have been characterised as "hauling the bat out to dry" and this should be avoided. If good length bowling is treated with too much respect, the usual order of things might become reversed and instead of a batsman getting set, he might be doing his side a disservice by playing the bowler in. To ardent young cricketers who go to the nets for batting practice I would ask them to try and imagine themselves as though in a match. By this I mean they should conjecture where the fieldsmen are likely to be placed and cultivate scoring strokes in addition to denying the "boys" the pleasure of hitting the stumps. Although this ball cannot travel any distance, do not forget to bring the left foot across for the off-drive and utilise height—if one possesses it—to the fullest advantage. One thing more as I have done. A proud father of three local cricketers brothers asked H. B. Olliverson for a few words of advice. This player strongly recommended dumb-bell exercises to render the wrists supple, as a preliminary to becoming a dexterous batsman. I pass this advice along for other cricketers to endorse or contradict.

No first division league matches were played last Saturday but two very interesting games were decided in the second division. Some of the club secretaries have sent their letters round very promptly but as yet, I have not been favoured by the following clubs:—Civil Service, Infantry, Craigengower and Royal Navy. Will the respective secretaries kindly oblige by sending their lists round as soon as possible? The P.R.'s have several dates open and would like to arrange matches for them. They are December 30, January 6, and 27, February 17, March 10, 17 and 24. Staff-Sgt. Best, Wellington Barracks, is the secretary. Some of the matches down for decision this Saturday are C.C.C. v. R.G.A. (League, Division I) at Causeway Bay, Craigengower v. University (League, Division I) at Happy Valley, Kowloon 2nd XI v. R.E. (League Division II) at Kowloon. On the club ground the first and second divisions try conclusion and the Navy play Kowloon's first spring in a friendly.

The R.G.A. should beat the C.C.C. comfortably as the latter are lamentably weak in all departments of the game. Their batting is not dangerous, the bowling appears harmless and there has been a tendency to drop catches. On paper, the University should account for Craigengower who were overwhelmed at Kowloon last week when they found the bowling of Evans and Festonji—the latter a C.C.C. stalwart some years ago—absolutely unplayable. Craigengower members should remember that they have a great tradition to live up to. The time appears quite recent when they figured prominently in the League and won the blue ribbon on several occasions, under leadership of the Lionel Lamont and then Harry Taylor. Some of their stalwarts are now playing for other clubs. Difficulty has been encountered in raising a team and this may either be due to the game not being taken seriously or the competition of counter attractions. Nevertheless, it seems a pity that with constant infusion of new blood there is not sufficient enthusiasm.

—W.P.C.

FOOTBALL.

NOTES AND COMMENT.

TO-MORROW'S LEAGUE GAMES.

The following is the League programme for to-morrow's games:—

FIRST DIVISION.

Kings v. Kowloon, Sookampoo "B" ground.

Ambrose v. South China, Navy "A" ground.

R.G.A. v. Titania, Sookampoo "A" ground.

Hawkins v. Club, South China ground.

Durban v. Police, St. Joseph's ground.

Kick-off at 4 p.m. sharp.

SECOND DIVISION.

Hawkins v. Durban, Navy "A" ground.

Police v. St. Joseph's, Club ground.

Wardens v. Ambrose, Navy "B" ground.

South China "B" v. Auxiliaries, South China ground.

Marazion v. United, Sookampoo "B" ground.

R.G.A. v. Titania, Sookampoo "A" ground.

Kick-off at 2.30 p.m. sharp.

As the Carlisle will not be in port this weekend the Tamar will be without a game to-morrow, the Ambrose-Chinese match is brought forward a week.

The Soldiers are at home to Kowloon, and a fast game should be seen, with I think the former getting the points. It is to be hoped that the Kings spectators will try and refrain from passing personal remarks to opposing players. This is not the first time I have had to mention it, and it certainly does not tend toward good sportsmanship. Bailing improvement the Association should be asked to take the matter up.

The Depot ship will receive the Chinese or the Navy "A" ground, and a fast and even game should I think end in a draw.

The Gannets receive the Titania on Sookampoo "A" ground and with just that bit of "joss" that they have been missing lately they should win.

A fast game should be seen on the Chinese ground between the Flagship and the Club. The former have not yet lost a game in the League, but should the Club turn out their usual forward line, I think the former's defence will have a hard time watching Bug and Forsyth. My forecast for this game is a goal-less draw.

The Police play the Durbans, and after their show against Carlisle last Saturday, it is hardly possible to forecast a result. The previous week with a scratch forward line they drew with the Hawkins and against the Carlisle last week with the game well in hand up to nine minutes of time they lost by 3 goals to one. They will make only one change this time. McEwen coming in at inside right; Watson going to the outside position and Swan resuming between the sticks. The Crimars have a hustling team, and it is quite on the boards they will win. It is to be hoped that there will not be a repetition of the tactics adopted by some of their players last week.

In the Second Division the Gannets will play their postponed game with the Titania, and a win for the sailors is expected. St. Joseph's should win against the Police second string. The latter are trying out two new players who arrived from England on Monday and these two may make all the difference in their attack.

The Hawkins should have no difficulty in disposing of the Durbans reserves, and the Ambrose will have an easy thing against the Wardens.

The South China "B" team will I think prove too good for the Fleet Auxiliaries, and the Marazion-United game should end in a draw.

The Association meet this evening in the Recreation Rooms, Victoria Barracks, at 8 p.m. when matters of importance will be discussed.

OFFSIDE.

A WARNING TO MOTHERS.

In infantile diarrhoea, never give medicine to check the movement of the bowels, except upon the advice of a physician. The right treatment is to cleanse the bowels of the irritating secretions, which are the cause of the trouble. Many mothers have found Baby's Own Tablets the simplest and most effective remedy for this common child's ailment.

Baby's Own Tablets contain no opium and are a proved remedy for teething troubles, constipation, colic, indigestion, simple fever and whooping cough. Of chemists or from the Dr. Williams' Medicine Co., 88 Zachary Road, Shanghai, at 49 cents the retail price.

"TAMAR" SENSATION.**ATTACK ON NAVAL OFFICER.****MARINE GETS FIVE YEARS.**

Pleading guilty before a Court Martial on board H.M.S. "Tamar" yesterday, to a charge of having used violence against Paymaster Commander J. T. Ratcliff on the depot ship during the early hours of the morning of Tuesday, November 28, Private Stuart Kitchener Wincote of the Royal Marines was sentenced to five years' penal servitude.

The Court Martial was presided over by Captain A.H. Alington.

According to the evidence brought before the Court, Commodore Grace was the first to go to Paymaster-Commander Ratcliff's assistance. The Commodore was awakened by cries for help. On entering Commander Ratcliff's cabin he saw the accused there and noticed that the Commander's head was bleeding. When questioned, accused said he had only just entered the cabin. The Commodore lifted accused's coat and found blood on his clothing. He felt the accused's heart and gathered, from the way in which it was beating, that the man had just engaged in a struggle. Commodore Ratcliff's bed was in a dreadful state, the pillows being saturated with blood. Wrapped up inside a piece of cloth Commodore Grace found a brass knob. The accused at the time of the attack was supposed to be on sentry duty outside the Paymaster-Commander's cabin.

The Rev. Crole-Rees produced a statement made by the accused. In this statement accused said he had no explanation to offer satisfactory to himself, let alone the Court. He wished to express regret to Paymaster-Commander Ratcliff, and to say that the assault was not premeditated or prompted by animosity. Nothing was further from his mind when he went on watch. He had no recollection of his doings at the time and when he gained control over himself he was horrified at what he had done. He asked for the mercy of the Court. Accused's record in the Navy was then produced. It showed that he was born in 1901 and enlisted in May 1918. His character was entered as "very good" and his ability as "superior." A number of minor offences were recorded including 42 days' detention of being in possession of clothing belonging to an officer.

The Court passed sentence as mentioned above.

CHINA COAST**LATEST SHIPPING CHANGES.**

Mr. H. Henry, from reserve, has gone second officer, "Chili."
Mr. H. W. Duff, second officer, "Chili" has gone second officer, "Hupah."
Mr. J. Robinson, second officer, "Hupah," is on leave.
Mr. J. Ryle, acting second engineer, "Cheng-tu," has gone third engineer, same ship.
Mr. W. Orr, from reserve, has gone supply third engineer, "Hsin Peking."
Mr. L. J. O. Frank, third engineer, "Auenyi," has gone supply third engineer, "Sutrag."
Mr. W. A. Kernan, second officer, "Washing," has gone second officer, "Taishang."
Mr. E. T. Whicker, second officer, "Taishang," is on reserve.
Mr. O. V. W. R. Basham, chief officer, "King-ling," is on reserve.
Mr. J. A. Bunting, chief officer, "Koonshing," has gone chief officer, "King-ling."
Mr. H. Curtis, from reserve, has gone third officer, "Hin-yang."
Mr. D. A. Matheson, third officer, "Hin-yang," is on reserve.
Mr. H. A. Houchen, chief officer, "Manang," has gone chief officer, "Fooksang."
Mr. A. Cameron, acting chief officer, "Fooksang," has gone second officer, same ship.
Mr. F. M. Ide, from reserve, has gone chief officer, "Tungching."
Mr. J. S. Masson, chief officer, "Tungching," has gone chief officer, "Loong-sang."
Mr. G. H. Hodgson, chief officer, "Loong-sang," has gone chief officer, "Manang."
Mr. T. Wilkinson, from reserve, has gone chief officer, "Kwong-sang."
Mr. D. R. Wilson, from reserve, has gone second officer, "Loongwo."
Mr. H. A. Allison, chief officer, "Loongwo," is on leave.
Mr. W. Leishman, second engineer, "Yusang," has gone supply second engineer, "Wosang."
Mr. D. Hill, from leave, has gone chief engineer, "Kiangwo."
Mr. A. Britton, chief engineer, "Kiangwo," is on reserve.
Mr. E. T. Gorovono, second officer, "Kwongchi," is on leave.

ALMOST ON TOP OF IT.**INSPECTOR AND HILLSIDE BLASTING.**

Sung Lee, the building contractor, was this morning fined \$100 by Mr. R. E. Lindell for having carried on blasting operations without exhibiting a red flag or heating a gong.

Inspector Kent said about 5 p.m., on November 8 he was walking along the path near the University recreation ground on his way to the Kennedy Town station, when suddenly he heard two blasting explosions on the hillside a little distance ahead of him and many rock fragments flew into the air. There was no warning previous to the explosions and no workman was seen on the path. Had the witness been a minute sooner, he would have been "right on top of it."

Magistrate: If you had been twenty yards forward, would it have been dangerous to you—I don't think so, as the path was protected by trees.

WRONG TRAIN.**MAGISTRATE BELIEVES ARRESTED SOLDIERS.**

The two Kwangtung soldiers of the 6th Independent Brigade remanded yesterday on charges of having travelled on the Kowloon-Canton Railway without fares and had unlawful possession of a dagger each, were this morning discharged by Mr. J. R. Wood.

The Magistrate said he believed the defendants had boarded the wrong train, and that they had intended to go from Sheklung to Canton. He suggested that the defendants should be sent back to Canton by the police.

DR. SHERWOOD EDDY.

Dr. Sherwood Eddy, who has arrived here from Shanghai, will shortly hold a series of talks with different groups of people in the Colony. On Saturday he speaks to Chinese business men at a banquet given by them in his honour. On Sunday he speaks to men in the Y.M.C.A., also on Monday and Tuesday night. In the afternoons of these days at 4 o'clock, he speaks to students of the higher classes at the University, St. Paul's College, King Wah College, Queen's College, St. Stephen's College and the Ellis Kadoorie School.

Dr. Eddy is a special student of industrial conditions and should therefore be worth hearing. There are several ladies in his party who will speak to the girl students, and Mr. Eddy will speak to the women at the Rhenish church at a day and hour which will be announced later.

LATEST SHIPPING NEWS.**ARRIVALS.**

Kamo Maru, (N.Y.K.) from London, Singapore.—Kowloon Wharf.
Nagasaki Maru, (N.Y.K.) from Glasgow, Singapore.—Kowloon Wharf.
Sinkiang, (B. & S.) from Canton.—B2.
Wosang, (J.M. & Co.) from Canton.—Kowloon Dock.
Hosang, (J.M. & Co.) from Shanghai, Swatow.—Co's Wharf.
Arafura, (Mr. Mc. & Co.) from Melbourne, Manila.—Kowloon Wharf.
Yue-man, (B. & S.) from Shanghai.—B12.
Yueyingwan, (Cheong Fat) from Heikow.—C38.
Chipsing, (J.M. & Co.) from Tientsin, Weihaiwei.—C33.
Sicilia, (P. & O.) from Bombay, Singapore.—Kowloon Wharf.
Mentor, (B. & S.) from Liverpool, Singapore.—Holt's Wharf.
Shing-shi Maru, (M.B.K.) from Tientsin.—B28.
Hakozaki Maru, (N.Y.K.) from Yokohama, Shanghai.—A2.
DEPARTURES.
Samarang Maru, (Nanyo Y. K.) for Sourabaya, Saigon.—December 8.
Nipp Sang, (J. M. & Co.) for Haiphong, Hanoi.—December 8.
Nagasaki Maru, (N.Y.K.) for Kobe, Shanghai.—December 8.
Providence, (Kwong Mow Tai) for Canton.—December 8.
Yunnan, (B. & S.) for Canton.—December 8.
Tainan, (B. & S.) for Sydney, Manila.—December 8.
Kamo Maru, (N.Y.K.) for Yokohama, Shanghai.—Dec. 8.
Sicilia, (P. & O.) for Shanghai.—Dec. 8.
Sinkiang, (B. & S.) for Tientsin, Shanghai.—Dec. 9.
Arafura, (P. & O.) for Yokohama, Moli.—Dec. 9.
Kutang, (J. M. & Co.) for Calcutta, Singapore.—Dec. 9.
Hakozaki Maru, (N.Y.K.) for London, Singapore.—Dec. 9.

"SUI AN" INQUIRY.**CAPTAIN BIRSE'S EVIDENCE.**

Captain R. A. Birse, master of the "Sui An," gave evidence when the commission inquiring into the recent piracy of the vessel resumed this afternoon.

Referring to the piracy regulations as they applied to the "Sui An" the Chairman (Mr. J. R. Wood) pointed out that these provided that the vessel should carry ten revolvers and 500 rounds of ammunition. He asked Captain Birse whether the ship was carrying this equipment at the time of the piracy and the witness replied that the "Sui An" possessed six revolvers with a sufficient ammunition supply, six rifles with six hundred rounds of ammunition, and a police whistle. Answering further questions Captain Birse said he believed the arms equipment of the "Sui An" has been approved by the police. The last time the police examined them was during the strike. The guards were not exercised with their arms but he instructed them in their duties week by week. (Proceeding.)

STEAMER THEFT.**"KWAHYICK'S" STOREROOM ENTERED.**

A thief entered the store room of the s.s. "Kwahyik" early this morning by wrenching away the lock. He stole nine coils of rope worth \$770 and three deck awnings worth \$300.

TO-DAY'S ADVERTISEMENTS.**HONGKONG HOCKEY CLUB.**

A GENERAL MEETING of the above Club will be held in the HONGKONG CRICKET CLUB pavilion, by kind permission of the Hongkong Cricket Club, at 5.30 p.m. on FRIDAY, 15th inst. All those desirous of joining the Club are invited to attend.
Hongkong, December 8, 1922.

INSTITUTION OF ENGINEERS & SHIPBUILDERS.

A MEETING OF MEMBERS will be held in the Institute on THURSDAY, December 14th, 1922, at 6 p.m. to arrange for the Annual Ball to be held on FRIDAY the 26th of January 1923.
Hongkong, December 8, 1922.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction, (for account of the concerned),

TUESDAY,

December 12, 1922, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, AND HOUSEHOLD SUNDRIES, &c., &c.

Comprising: Dining Suite, Chesterfield Sofa, Armchairs (new), Card and Occasional Tables, Teakwood Twin Bedstead, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., &c.; Bedsteads, Dinner Wagon, Dinner Services, Crockery & Glass Ware, Cooking Stoves, Cutlery, Carpets and Rugs, Staircase Carpets, Electric-plated Ware, Electric Railing Lamps, Sorens, Blackwood Teapots, Carved Curio Cabinet, Marble-top Flower Stand, Val. St. Lambert Cut-glass Ware and Marble Statuettes and Ornaments.

Also: A few lots of Blankets, Travelling Rugs and Sundry Household Linens, and 1 Piano by John Brinsmead & Sons. Terms: Cash on delivery.

HUGHES & HUGHES, Auctioneers.

THE Underigned have received instructions from A NAVAL OFFICER, to sell by Public Auction,

FRIDAY,

December 15, 1922, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

HIS VALUABLE COLLECTION OF CHINESE ANTIQUES, including:—

Porcelain, Ivory, Carved Blackwood Pictures, Lacquer, Tortoise-shell, Jade, etc., etc.

A remarkable set of beautiful and unique carved Rhinoceros horns of great age (probably the finest set in the world).

On view from Thursday, 14th December.

Catalogues will be issued.

Terms: Cash on delivery.

HUGHES & HUGHES, Auctioneers.

Hongkong, December 8, 1922.

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In making a Man of her Son, she worked out her own redemption.

SEE

MARJORIE RAMBEAU

the play that made her famous

"THE FORTUNE TELLER"

TO-NIGHT SATURDAY & SUNDAY

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NOTICES.**THE****XMAS TABLE**

Famous Plum Puddings (made from an old-time recipe), Cakes, Confectionery, Sweets, Table Fruits, Hams, Stilton Cheese and all other season's conestibles (with Wines and Cigars). It is asked that in these days of the Xmas shopping, when the attendances are very large, customers arrange their Xmas visit to Lane, Crawford's as early in the day as possible.

THE GREAT**LANE CRAWFORD****FOOD MARKET****A NEW MODEL****BROADWOOD****SMALL PIANO**

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BEG to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from them at the following reduced rates.

No. 1 HAMPER.	
1 Qt. Mead & Chandon Dry Imperial Champagne	
1 Blackberry Brandy	
1 Pt. D.O.M.	
1 Qt. Martell's XXX Brandy	
1 King George IV. or Perfection Whisky	
1 Superb Tawny Port	\$15.
1 St. Julien Claret	
1 Old Brown Sherry Red Seal	
1 D.O.M. Old Tom Gin or Dry Gin	
1 Burgoyne's Australian Brandy	
1 Special Pomeranian Bitters	
No. 2 HAMPER.	
1 Qt. Chateau Champagne	
1 Pt. D.O.M.	
1 Qt. Burgoyne's Brandy	
1 Martell's XXX Brandy	
1 King George IV. or Perfection Whisky	
1 St. Julien Claret	\$30.
1 Old Brown Sherry Red Seal	
1 D.O.M. Old Tom or Dry Gin	
1 Vint de Paste Sherry	
1 Special Pomeranian Bitters	
No. 3 HAMPER.	
1 Qt. Burgoyne's Brandy	
1 Pt. G. P. Peppermint	
1 D.O.M.	
1 Qt. Superior Black Old Port	
1 King George IV. or Perfection Whisky	
1 Martell's XXX Brandy	\$25.
1 A Month's Supply of White Seal	
1 D.O.M. Old Tom or Dry Gin	
1 Martell's Claret	
1 Special Pomeranian Bitters	
Hampers of all descriptions made up to suit Customers' requirements.	

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New Firms are requested to send particulars of their Firm name and staff for insertion (free of charge) in the 1928 issue of the Dollar Directory.

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[Road Central, Messrs. T. & S. Cook & Son, or the American Express Company, Hongkong.]

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MEXICO MARU Tuesday, 9th Jan. 1923.

SCHEER & COLOMBO—Regular fortnightly service via SINGAPORE.

BURMA MARU Thursday, 21st Dec.

ANDES MARU Monday, 26th Dec.

DETA & BANGKOK via SAIGON & SINGAPORE—Regular Monthly Passenger Service.

BUSHO MARU Monday, 1st Jan. 1923.

CALCUTTA—Fortnightly service via Singapore, Hongkong.

SEIKAI MARU Tuesday, 12th Dec.

VICTORIA, YAMAGUCHI, SEATTLE & TACOMA—Via Shanghai and Dairen—Taking cargo to OVERLAND PORTS U.S.A. Canada. Passenger Service.

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NEW YORK via PANAMA Friday, 8th Dec.

HAMBURG MARU Friday, 8th Dec.

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KESONG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class passengers.

KIATO MARU Every Sunday 10 a.m.

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S.S. "AGAPENOR" Via Suez Canal 8th Dec.

S.S. "CITY OF PITTSBURGH" Via Suez Canal 15th Dec.

S.S. "CALHOUN" Via Suez Canal 22nd Dec.

S.S. "MAHARAJA" Via Suez Canal 29th Dec.

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E/Asia	Jan. 25 Feb. 11	Montclair	Feb. 23 Mar. 3
E/Canada	Feb. 10 Feb. 26	Montclair	Mar. 9 Mar. 17
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S.S. "CHINA"

February 8th 1923.

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To Swatow and Amoy December 15th.

S.S. "GORJISTAN"

To Singapore, Malacca, Sourabaya, December 23rd.

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HAIPHONG Capt. W. S. Turnbull TUESDAY, 12th Dec. at 1 P.M.

HAIPHONG Capt. J. S. Thompson FRIDAY, 15th Dec. at 1 P.M.

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"CITY OF PARIS" 25th Dec. Marseilles and London.

"CITY OF YORK" 14th Feb. Marseilles and London.

"CITY OF SIMLA" Mid. Mar. Marseilles and London.

"CITY OF POONA" Mid. Apr. Marseilles and London.

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SWATOW AND BANGKOK.

"LUCILE'S" LOSSES.

LADY DUFF GORDON'S LIABILITIES £37,853.

The creditors of Lady Lucy Christiana Duff-Gordon, who filed her petition in bankruptcy on October 11, describing herself as of 23, Hanover square, W., and 41, Route de Versailles, Ville d'Avray, near Paris, dress designer, met at Bankruptcy Buildings, Carey-street, W. C., in mail week.

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"SUI AN" OUTRAGE.

SUGGESTIONS FROM
SHANGHAI.

NEED FOR WIRELESS.

While the terrible piracy on board the Hongkong, Canton, and Macao Steamboat Co's s.s. "Sui An" on November 19 emphasizes the utter state of lawlessness which still can hold sway in China, and shows the extent to which the Chinese pirate is prepared to go in order to carry out his designs, it has taught no new lesson nor emphasized any point which had not been taught or emphasized before. All things taken into consideration, it is difficult to see what the authorities at Hongkong or the shipping Company could have done to prevent the piracy, or that any additional measures of protection and prevention, other than those which have been emphasized in other piracies, are indicated for the future.

The "Sui An" passengers embarking at Hongkong on the morning of November 19 were subjected to the customary search, and while it is possible that three or four weapons might have got through at Hongkong, it is inconceivable that the whole of the pirates could have taken their weapons aboard before the vessel left for Macao. Many Chinese have been railing for years at what they term the indignity of being searched thoroughly on embarking at Hongkong, yet the wisdom of the system has never been more apparent than at present. In the case of a boat making the return trip to Macao, however, the most thorough search and the most comprehensive precautions at Hongkong will be nullified unless the Macao authorities adopt a similar and an equally rigorous procedure when the vessel leaves on the return trip. The Hongkong Macao boats confer equal benefit on Hongkong and Macao and it should be an inviolable custom of the Macao authorities to search as thoroughly and take as many precautions as are taken at Hongkong. By neglecting to do so, the Macao authorities are failing in their duty to the people of Macao, to the neighbouring colony of Hongkong and to the shipping companies which maintain connection between the two ports. The policy of apathy which apparently has been adopted by the Macao Government becomes where pirates are concerned, more than apathy, and resolves itself into that form of blindness most difficult to negative and overcome—passive obstruction. Piracies have not been unknown in those waters before, and it is not unlikely that, once a feeling of security has been re-established, others will take place though maybe not on a scale so large as that of the "Sui An," and if the Hongkong Government is to continue its policy of precaution and prevention, a policy which has been proved to be correct time and again, the least the Macao and other authorities concerned can do is to attempt to co-operate with the Hongkong authorities and to co-ordinate any arrangements which might be made. The search of passengers coming in to Macao is, on occasions, as rigorous as could be desired by anyone, and there seems no reason why equally rigorous measures could not be taken in regard to Chinese passengers embarking at Macao.

The "Sui An" affair is a damning indictment of the system, or lack of system, of policing the Canton river, adopted by the Chinese authorities concerned. In the waters of no other country in the world (with the possible exception of Morocco, where the old time pirate still exists, if not exactly flourishing) could such a state of affairs prevail as a large passenger boat, engaged on a four hours' run being held up by pirates, half the crew murdered and her crew and passengers robbed, and submitted to brutal indignities. It really is too much to expect China with her own internal troubles and civil conflicts, at present to maintain a navy adequate to the protection of commercial vessels along her coasts, but it is not too much to hope for the time when some form of law and order is evolved out of the present chaos reasonable measures will be instituted for the protection of life and property afloat. The

British authorities appear to have been roused to serious action as a result of the latest indignity to the British flag, and it is to be hoped that the expedition which is stated has been sent to locate the pirates will be successful.

The "Sui An" piracy again emphasizes the imperative necessity of all passenger craft on the China Coast being fitted with some form of wireless communication. This necessity has been brought home time and again in the cases of vessels meeting with disaster at sea, and in a smaller degree perhaps, in the case of piracies. Wireless would not be an absolute preventative of piracy and kindred happenings, but it would lend an additional measure of safety in the form of communication, for lack of communication is the pirate's greatest friend when a vessel is attacked. As in the case of the "Kwangle" eleven months ago, the question of the best means to be adopted to recurrence has again given rise to considerable discussion and the consensus of opinion appears to be much the same as it was after the "Kwangle" affair—a wireless installation on all vessels, with the wireless room located and protected so as to render it unlikely to fall quickly into the hands of any pirates who might be on board. In the event of any attack it would take but a few seconds for a call for assistance to be broadcast and for that assistance to be on the way.

The number of guards employed on those vessels which are considered likely to attract the attention of pirates might with advantage be increased, and in this respect it is refreshing to know that an increase has already taken effect on the Hongkong-Macao boats.

The Indian guards on the "Sui An" appear to have done all that could have been expected of them, taking into consideration the element of surprise in the attack and the fact that they were hopelessly outnumbered by desperadoes all of whom were armed. Unfortunately, two of the guards were killed in the fray and two others wounded. The fact that the presence of these Indian watchmen or guards on board the "Sui An" failed to prove a preventative is no indication that such guards are of no use. These Indians are brave men, and can be trusted to put up a good fight whenever they are called upon to do so.

Another reason why every vessel carrying Chinese passengers should have some sort of wireless apparatus is that trouble may arise on Coast vessels from reasons other than piracy, as for instance on the Swatow-Singapore-Bangkok run. Many vessels on this run often embark as many as 1,000 to 1,500 coolies at Swatow and Singapore. The voyage from Singapore to Bangkok, about 840 miles, occupies approximately four days, and as the white personnel on the vessels is usually but six in all, they would be placed at a great disadvantage in the event of trouble with the passengers with no means of summoning assistance but visual. To argue that such a position has not arisen in the past is no assurance that something of the kind will not happen.

A suggestion made a year ago was to the effect that the shipping companies should make a definite and generous allowance of "expedient" ammunition to each officer on each trip, and that perfectly safe arrangements could be made for target practice on deck in full view of the passengers. This, it is claimed, whilst not constituting anything like an absolute preventative against piracy such as occurred on the "Kwangle" and the "Sui An," would keep the officers fairly proficient in the use of their guns, and would serve the additional purpose of demonstrating to any would-be pirates that the officers were well armed, and that any attack could be carried out only at considerable risk.

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"SUI AN" ENQUIRY.

THE MYSTERIOUS WOMAN
PASSENGER.

REGULATIONS QUERIED.

Yesterday was the fourth sitting of the Commission which is investigating the circumstances of the "Sui An" piracy, and on this occasion, the mysterious woman passenger loomed largely in the evidence.

"SHE HAD TWO REVOLVERS."

Mr. A. Mello, a passenger who could speak Chinese, gave the Commission some more information about the mysterious woman passenger. He said (speaking with extraordinary rapidity and animation) that after the pirates took possession of the ship he was in a cabin from which he could see through one of the grills. He saw there, on one occasion, a pirate wearing white silk socks or stockings and a dark brown fur coat. "She" had two revolvers, one in each hand. It was dark, but one of the pirates with her was holding one of the ship's lanterns. She said, "Bring the key, or we will shoot down every foreigner."

She was wearing a mask—a handkerchief with two eyelet holes torn in it. She was about 5 feet 2 inches in height and he thought, by the shape of the body, that she was a woman.

HOW THE PIRATES LEFT.

When witness asked Inspector Kent, he said that she was a woman. Nearly every one of the pirates had orders to look for the purse. The key of the safe was thrown on the table and they forced him to open the safe. He knew how to open the safe and had to open it.

What dialect did the woman speak?—She was speaking Cantonese. She could not speak Hakka properly. She was wearing a mask made of a white handkerchief.

The witness went on to say that the robbers rifled the safe, taking away several hundred dollars. He noticed the pirates leaving the ship. They jumped from the holds into the sampans.

Did you see them take off any wounded person?—No.

The witness said the pirates were seeking for the compass and were enquiring for the key of his safe. "They gave me a lot of keys. Some of them belonged to the Hongkong Hotel private rooms."

PIRATES CALLED HIM "FRIEND."

The witness referred to an incident when he was taken to the Captain, who was lying on the deck wounded. One of the pirates shook him and put a light in his face. He said: "Did you shoot him?" and one of the men said: "He shot at us first and we shot him back in defence." The pirate then said: "You please ask him for the key of the commodore's safe."

He asked the Captain, who appeared to be only half conscious. They wanted to throw the Captain overboard. They said: "He is going to die soon, we might as well throw him overboard as we do not want any corpses on board."

Witness told them not to throw the Captain overboard as he was only shot. He then said: "You come here to see my money, not to kill people!" They said: "Suppose we leave him, what shall we do?" They helped witness to carry the Captain inside. They laid him down and went away to the bridge. Witness saw the Chief Officer sitting on deck. The pirates asked the Chief Officer for the key and he told them it was with the commodore. Then witness was asked to tell the Chief Officer to go with them and point out the commodore. The Chief Officer said he had only joined the ship three days. One of the pirates was calling witness "Friend" all the time.

You say you had a good look at the pirates when they went ashore?—About four or five could be recognized.

Mr. J. H. Ridgson spoke to being called upon by the pirates to help steer the boat. He was at the wheel for three hours. They passed close to Cheung Chau and then went outside Lamma Island. He saw no women among the pirates.

SEARCHED EIGHT TIMES.

Mr. D. K. Kharas affirmed that the pirates were out of the control of their leaders during the first half-hour and were greatly excited. He heard a woman's voice amongst the pirates' party. The pirates would not accept silver articles; he was searched eight times and later tied up near the cargo ports. He feared that it was intended to take him and hold him to ransom. All the booty was brought to the cargo ports ready for removal later.

EXCITING MOMENTS.

Mr. Ernest Holmes, Chief Officer of the "Phuenpen," said he heard shots at and saw the two Indian guards on the boat deck struggling to get their rifles which they carried slung behind them. They were both standing together at the time. Three Chinese came from aft, running. He thought it was a case of men pursuing a thief. He saw the Indians fire and saw that the Chinese were armed. They passed the guards, who pursued them. As

the men crossed to the port side the witness went to cross the alleyway to see what was happening. He found this filling up with passengers who were being driven there by pirates. It was about three minutes before the pirates arrived, on the heels of the crowd of passengers. Later, the pirates were to king for a steersman and he "more or less volunteered" to steer the ship.

THE WOMAN AGAIN!

"Did you see a woman?" the witness was asked.

"Two robbers came on to the bridge dressed as women," Mr. Holmes replied. "They had skirts and hats. I thought they had taken them from the passengers. Another robber had a fur coat which I remembered having seen on one of the passengers."

Hon. Mr. Messer: Were they European hats?

Witness: Yes, straw hats with feathers.

Can you support the story that the leader was a woman?—I thought I saw some one very much like a woman on the bridge. She was talking to the pirates there.

Did you see any woman when the pirates left the ship?—No, I only looked over once, and I was fired at, so I did not look again.

In reply to questions witness believed that if the Customs House had been keeping a good look out they could have seen the "Sui An."

Besides, they were in the nei hoon hood for more than an hour while the pirates were getting the stuff away.

This witness also gave the Commission the position on the chart of the "Sui An" at various times during the night.

Answering questions put by the Chairman witness said that he had known of the Police giving officers of ships warning of information that had come to them.

In reply to Commander Backwith witness said that Indian guards were often ex-soldiers and such men were chosen as far as possible for the more important ships. He did not know how many had carried out military training. He could not say who decided their posts during the voyage.

Hon. Mr. Messer: Can you speak as to whether these Piracy Regulations are of any use at all?—I think they are of use, as a deterrent rather than as a remedy.

If these Regulations were carried out properly, would they not deter pirates from attempting to take ships?—Yes, in my experience they go to a ship where there are no piracy precautions.

WHO'S WHO—WHAT'S WHAT.

Captain Lake: A mariner is not necessarily of a militant nature—ave any steps taken by the people responsible for the Piracy Regulations to instruct him and point out the most effective manner in which he can use these defences?—That I cannot say.

Or whether these defences are in the most effective places?—I think that rests chiefly with the Government Marine Surveyor.

Captain Lake: Suppose the Government Marine Surveyor has no military knowledge?

Hon. Mr. Messer: The Head of the Harbour Office is a Naval Officer.

Mr. King: Ships vary in construction and it is impossible to lay down hard and fast rules as to where guards should be. My impression is that it is left chiefly to the Captain and officers of the ship to decide. I doubt whether the subordinate police officers who carry out the inspections would be the best persons to advise.

Captain Lake: But between them the two might devise something?—I think that might be so.

The Chairman: One of the Regulations says that cargo must be stowed away in holds where the passengers cannot get at it without the consent of the Master. Is it the responsibility of your Department to see that Regulation carried out?—No sir; I don't regard it as such.

The Chairman: The Harbour Master suggests that you may like to re-consider that a vessel?—Such cargo should be brought to the notice of the Captain.

Have the Police Department any responsibility to do so?—Where they find breaches of the Regulations, certainly.

Mr. Shenton: It is asking rather a lot to expect the navigating officer to take over the defence of the ship?—It is a matter of preventing access rather than defence.

It is left entirely to the navigating officers to decide upon the mode of defence, with no assistance whatever from the higher officers in the police?—A sub-Inspector outlines their duties to the guards.

In further answers the witness said that if the Piracy Regulations had been carried out he did not think pirates would have visited the ship.

Mr. Shenton: Which do you refer to particularly?—I am referring to the grills.

THE GRILLS.

More than has been done is not actually called for. No, but the grills are there to be shut.

You are aware that so far as the grills are concerned, the Regulations

N.Y.K.'s PROGRESS.

"NAGASAKI MARU" LAFFIN.

FELICITOUS SPEECHES MADE.

At the time given yesterday by the local office of the Nippon Yusen Kaisha in the luxurious dining room of their new steamer the "Nagasaki Maru" (described in yesterday's issue), the manager, Mr. K. H. Kamri, toasted the health of the guests in an appropriate little speech.

He expressed his pleasure in being honoured by the presence of so many guests notwithstanding the fact that they were overtaxed with pressure of business. Alluding to America he regretted that the Company's name in that country was not yet very well known and whenever N.Y.K. was mentioned to American people they thought it referred to a New York concern. (Laughter). In the Far East however, it was much different. It was therefore needless for him to speak about the history of the N.Y.K. but at the same time he would like to emphasize the fact that their Japan-Shanghai line had enjoyed a very successful career now for almost half a century.

Mr. Kamri mentioned that the N.Y.K. had no less than a dozen different types of vessel. The "Nagasaki" was the latest addition to their fleet and her sister ship the "Shanghai Maru," which was to sail from England very shortly, would soon be in Eastern waters. Those two vessels, he stated, had been commissioned to run between Nagasaki and Shanghai. The distance between those two ports was 450 miles and would be crossed in either of the two ships within 27 hours.

THE KEY TO GOOD FEELING.

Mr. Kamri said it was his firm conviction that good relationship between the various countries was not the outcome of diplomacy or politics alone but of amicable commercial undertakings as well, and so he hoped that the "Nagasaki Maru" with her sister ship, would connect Japan and China for universal profit.

BUILT ON THE CLYDE.

Mr. Kamri brought his remarks to a close by intimating that the "Nagasaki Maru" had been built on the Clyde where everything had been done to ensure speed, and the comfort and convenience of her passengers, which he thought reflected great credit on the Clyde Shipbuilding Industry. (Hear hear).

A SERVICE UNSURPASSED.

On behalf of the guests Mr. B. A. Hale responded and proposed the toast of the N.Y.K., adding to it Mr. Kamri's name. He had been long enough in the East, he said, to remember the first Japanese ship to sail from Japan to Europe and now the N.Y.K. maintained a service unsurpassed by any other service running between the Far East and Europe.

The "Nagasaki" he declared was a splendid ship, that would do credit to any Steamship Co. in the world; and while the N.Y.K. maintained a service with ships of that class the prosperity of the company was certainly assured.

The prosperity of the N.Y.K. and the health of Mr. Kamri were then enthusiastically toasted.

were carried out on this ship, so much so that the pirates could not get through some of the grills. According to the Regulations there was no call for the others to be locked. What other particular Regulation have you in mind?—If the Regulations has been carried out, I do not think the ship could have been surprised as it was.

Further pressed to name a particular Regulation which had not been carried out, the witness said he thought it had been proved that the grills between the third-class and the rest of the ship were not locked. Mr. Shenton replied that he did not think that had been satisfactorily proved.

Mr. King: The reports of people on the ship led me to believe that there was access all over the vessel.

Hon. Mr. Messer: The position of the guards is, I think, important. There were two guards down below, which should not be the case. I think a letter has gone to the Company telling them so.

In reply to other questions the witness also said that he first heard of the piracy at about eleven o'clock on the Monday morning, but he believed Mr. Wolfe knew of it sometime before that. Mr. Wolfe was also aware that the ship was late. The Police at Cheung Chau were not there, as a Naval look-out, but purely for land duty. The police had no instructions to report the passing of the Macao boat.

Following the evidence of other Chinese passengers the commission adjourned until to-day.

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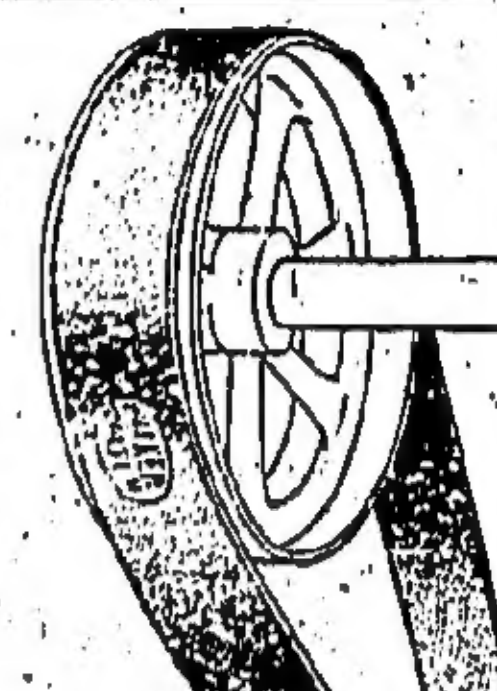
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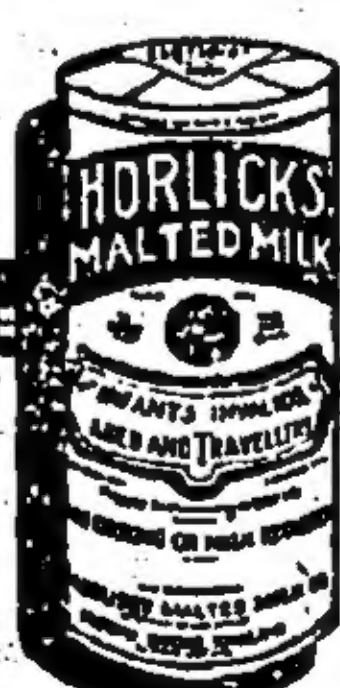
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11.-I.C.S.N. Chidlar.
12.-I.C.S.N. Hopang.
13.-C.N. Kailan.
14.-O.S.K. Shu Maru.
15.-I.C.S.N. Wangsang.
16.-P.M. Gortjan.
17.-C.N. Kailan.
18.-I.C.S.N. Kailan.
19.-C.N. Kingyuan.

AMOY.
Dec. 10.-C.N. Kailong.
11.-I.C.S.N. Chidlar.
12.-C.N. Kailan.
13.-C.N. Kailan.
14.-C.N. Kailan.

FOOCHOW.
Dec. 10.-D.L. Haiching.

SHANGHAI.
Dec. 9.-C.N. Sinkiang.
10.-P.O. Sialia.
11.-C.N. Kailan.
12.-I.C.S.N. Hopang.
13.-C.N. Kailan.
14.-I.C.S.N. Wangsang.
15.-C.N. Kailan.
16.-C.N. Kailan.
17.-C.N. Kailan.
18.-C.N. Kailan.
19.-C.N. Kailan.
20.-C.N. Kailan.
21.-C.N. Kailan.
22.-C.N. Kailan.

FUKOW.
Dec. 17.-C.N. Kailan.
18.-C.N. Kailan.

TIENSIN.
Dec. 12.-C.N. Kailan.

HSINGTAO.
Dec. 9.-C.N. Sinkiang.
10.-P.O. Sialia.
11.-C.N. Kailan.
12.-I.C.S.N. Hopang.
13.-C.N. Kailan.
14.-I.C.S.N. Wangsang.
15.-C.N. Kailan.
16.-C.N. Kailan.
17.-C.N. Kailan.

HOIHOW.
Dec. 13.-C.N. Kailan.
14.-C.N. Kailan.

HAIPHONG VIA HOIHOW.
Dec. 13.-C.N. Kailan.

PAKHOU.
Dec. 10.-C.N. Kailan.
11.-C.N. Kailan.

HAIPHONG.
Dec. 10.-C.N. Kailan.
11.-C.N. Kailan.

KEELUNG.
Dec. 9.-C.N. Kailan.
10.-C.N. Kailan.

SAIGON.
Dec. 11.-C.N. Kailan.
12.-C.N. Kailan.

BANGKOK.
Dec. 11.-C.N. Kailan.
12.-C.N. Kailan.

SINGAPORE.
Dec. 9.-C.N. Kailan.
10.-C.N. Kailan.

ATOW.
Dec. 10.-C.N. Kailong.
11.-I.C.S.N. Chidlar.
12.-I.C.S.N. Hopang.
13.-C.N. Kailan.
14.-O.S.K. Shu Maru.
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15.-C.N. Kailan.
16.-C.N. Kailan.
17.-C.N. Kailan.
18.-C.N. Kailan.
19.-C.N. Kailan.
20.-C.N. Kailan.
21.-C.N. Kailan.
22.-C.N. Kailan.

FUKOW.
Dec. 17.-C.N. Kailan.
18.-C.N. Kailan.

TIENSIN.
Dec. 12.-C.N. Kailan.

HSINGTAO.
Dec. 9.-C.N. Sinkiang.
10.-P.O. Sialia.
11.-C.N. Kailan.
12.-I.C.S.N. Hopang.
13.-C.N. Kailan.
14.-I.C.S.N. Wangsang.
15.-C.N. Kailan.
16.-C.N. Kailan.
17.-C.N. Kailan.

HOIHOW.
Dec. 13.-C.N. Kailan.
14.-C.N. Kailan.

HAIPHONG VIA HOIHOW.
Dec. 13.-C.N. Kailan.

PAKHOU.
Dec. 10.-C.N. Kailan.
11.-C.N. Kailan.

HAIPHONG.
Dec. 10.-C.N. Kailan.
11.-C.N. Kailan.

KEELUNG.
Dec. 9.-C.N. Kailan.
10.-C.N. Kailan.

SAIGON.
Dec. 11.-C.N. Kailan.
12.-C.N. Kailan.

BANGKOK.
Dec. 11.-C.N. Kailan.
12.-C.N. Kailan.

SINGAPORE.
Dec. 9.-C.N. Kailan.
10.-C.N. Kailan.

PHILIPPINE ISLANDS, ETC.

MANILA.

Dec. 11.-U.S.S.B. Apas.
12.-C.N. Kailan.
13.-N.Y.K. Togo Maru.
14.-P.M. Pres. Taft.
15.-A.L. Pres. Jefferson.
16.-P.M. Pres. Lincoln.
17.-U.S.S.B. West Ivan.
18.-A.L. Pres. Grant.
19.-E.A. Arafura.
20.-T.K.K. Nakuyo Maru.
21.-T.K.K. Shinyo Maru.
22.-N.Y.K. Yokohama Maru.

CEBU AND LOILO.

Dec. 12.-C.N. Taming.

SANDAKAN.

Dec. 14.-I.C.S.N. Mausang.

JAVA PORTS, ETC.

Dec. 11.-U.S.S.B. Apas.
12.-T.K.K. Woyo Maru.
13.-O.S.K. Tjiluwang.
14.-C.N. Gortjan.
15.-O.S.K. Tjiluwang.
16.-O.S.K. Tjiluwang.
17.-O.S.K. Tjiluwang.
18.-O.S.K. Tjiluwang.

INDIAN PORTS, ETC.

Dec. 9.-I.C.S.N. Kailan.
10.-N.Y.K. Tokushima Maru.
11.-O.S.K. Sialia.
12.-I.C.S.N. Laisang.
13.-O.S.K. Sialia.
14.-O.S.K. Sialia.
15.-O.S.K. Sialia.
16.-O.S.K. Sialia.
17.-O.S.K. Sialia.
18.-O.S.K. Sialia.
19.-O.S.K. Sialia.
20.-O.S.K. Sialia.
21.-O.S.K. Sialia.
22.-O.S.K. Sialia.

BOMBAY AND COLOMBO.

Dec. 10.-N.Y.K. Nanyo Maru.
11.-P.O. Sialia.
12.-O.S.K. Sialia.
13.-O.S.K. Sialia.
14.-O.S.K. Sialia.
15.-O.S.K. Sialia.
16.-O.S.K. Sialia.
17.-O.S.K. Sialia.
18.-O.S.K. Sialia.
19.-O.S.K. Sialia.
20.-O.S.K. Sialia.
21.-O.S.K. Sialia.
22.-O.S.K. Sialia.

AUSTRALIAN PORTS.

Dec. 10.-N.Y.K. Nanyo Maru.
11.-P.O. Sialia.
12.-O.S.K. Sialia.
13.-O.S.K. Sialia.
14.-O.S.K. Sialia.
15.-O.S.K. Sialia.
16.-O.S.K. Sialia.
17.-O.S.K. Sialia.
18.-O.S.K. Sialia.
19.-O.S.K. Sialia.
20.-O.S.K. Sialia.
21.-O.S.K. Sialia.
22.-O.S.K. Sialia.

SYDNEY AND MELBOURNE.

Dec. 10.-N.Y.K. Nanyo Maru.
11.-P.O. Sialia.
12.-O.S.K. Sialia.
13.-O.S.K. Sialia.
14.-O.S.K. Sialia.
15.-O.S.K. Sialia.
16.-O.S.K. Sialia.
17.-O.S.K. Sialia.
18.-O.S.K. Sialia.
19.-O.S.K. Sialia.
20.-O.S.K. Sialia.
21.-O.S.K. Sialia.
22.-O.S.K. Sialia.

JAPAN PORTS.

Dec. 9.-C.N. Kailan.
10.-P.O. Sialia.
11.-Nanyo Y. K. Cheribon Maru.
12.-N.Y.K. Yohino Maru.
13.-P.O. Sialia.
14.-T.K.K. Tenyo Maru.
15.-O.S.K. Shidzuka Maru.
16.-N.Y.K. Changsha.
17.-I.C.S.N. Hosang.
18.-T.K.K. Poria Maru.
19.-O.S.K. Empress of Asia.
20.-P.O. City of York.
21.-P.O. Sialia.
22.-P.O. Sialia.

LOS ANGELES.

Dec. 22.-D.L. Stuart Dollar.
23.-U.S.S.B. West Chopaka.
24.-T.K.K. Nakuyo Maru.
25.-T.K.K. Shinyo Maru.
26.-T.K.K. Sibiru Maru.
27.-U.S.S.B. Apas.
28.-D.L. Stuart Dollar.
29.-D.L. Harold Dollar.
30.-C.M. China.
31.-D.L. Harold Dollar.
32.-D.L. Harold Dollar.

VALPARAISO.

(Via Japan, Honolulu, San Francisco)
Dec. 10.-U.S.S.B. West Chopaka.
11.-T.K.K. Nakuyo Maru.
12.-T.K.K. Shinyo Maru.
13.-T.K.K. Sibiru Maru.
14.-U.S.S.B. Apas.
15.-D.L. Stuart Dollar.
16.-D.L. Harold Dollar.
17.-D.L. Harold Dollar.

PORTLAND.

Dec. 15.-Col. P. S. Katoa Sailor.
16.-Col. P. S. Katoa Sailor.

NEW YORK.

(Via Panama)
Jan. 1.-D.L. Stuart Dollar.

(Via Suez)

Dec. 11.-D.L. Margaret Dollar.
12.-B.F. Kandahar.
13.-B.F. City of Pittsburg.
14.-B.F. Woyo Maru.
15.-B.F. Patrick Henry.
16.-D.L. Wray Castle.
17.-B.F. Ocala.
18.-B.F. Jaddan.
19.-B.F. Robert Dollar.
20.-B.F. Macdon.
21.-B.F. City of Dunkirk.
22.-B.F. St. Paul Dollar.
23.-B.F. Ningchow.
24.-B.F. Haffan.
25.-B.F. Haffan.
26.-B.F. Haffan.

HONOLULU.

Dec. 10.-T.K.K. Togo Maru.
11.-P.M. Pres. Taft.
12.-P.M. Pres. Lincoln.
13.-P.M. Pres. Grant.
14.-P.M. Pres. Grant.
15.-P.M. Pres. Grant.
16.-P.M. Pres. Grant.
17.-P.M. Pres. Grant.
18.-P.M. Pres. Grant.
19.-P.M. Pres. Grant.
20.-P.M. Pres. Grant.
21.-P.M. Pres. Grant.
22.-P.M. Pres. Grant.

AMERICAN PORTS.

Dec. 10.-B.F. Shidzuka Maru.
11.-O.S.K. Empress of Asia.
12.-D.L. Stuart Dollar.
13.-O.S.K. Alabama Maru.
14.-O.S.K. Alabama Maru.
15.-O.S.K. Alabama Maru.
16.-O.S.K. Alabama Maru.
17.-O.S.K. Alabama Maru.
18.-O.S.K. Alabama Maru.
19.-O.S.K. Alabama Maru.
20.-O.S.K. Alabama Maru.
21.-O.S.K. Alabama Maru.
22.-O.S.K. Alabama Maru.

VICTORIA.

Dec. 10.-B.F. Shidzuka Maru.
11.-O.S.K. Empress of Asia.
12.-D.L. Stuart Dollar.
13.-O.S.K. Alabama Maru.
14.-O.S.K. Alabama Maru.
15.-O.S.K. Alabama Maru.
16.-O.S.K. Alabama Maru.
17.-O.S.K. Alabama Maru.
18.-O.S.K. Alabama Maru.
19.-O.S.K. Alabama Maru.
20.-O.S.K. Alabama Maru.
21.-O.S.K. Alabama Maru.
22.-O.S.K. Alabama Maru.

DURBAN AND CAPE TOWN.

(Via Singapore, Durban, Cape Town)
Jan. 1.-O.S.K. Mexico Maru.

GENOA.

Dec. 11.-D.L. Margaret Dollar.
12.-B.F. Kandahar.
13.-B.F. City of Pittsburg.
14.-B.F. Woyo Maru.
15.-B.F. Patrick Henry.
16.-D.L. Wray Castle.
17.-B.F. Ocala.
18.-B.F. Jaddan.
19.-B.F. Robert Dollar.
20.-B.F. Macdon.
21.-B.F. City of Dunkirk.
22.-B.F. St. Paul Dollar.
23.-B.F. Ningchow.
24.-B.F. Haffan.
25.-B.F. Haffan.
26.-B.F. Haffan.

MARSEILLES.

Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
12.-B.F. City of Pittsburg.
13.-B.F. Woyo Maru.
14.-B.F. Patrick Henry.
15.-D.L. Wray Castle.
16.-B.F. Ocala.
17.-B.F. Jaddan.
18.-B.F. Robert Dollar.
19.-B.F. Macdon.
20.-B.F. City of Dunkirk.
21.-B.F. St. Paul Dollar.
22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

ROTTERDAM.

Dec. 9.-B.F. Kandahar.
10.-B.F. City of Pittsburg.
11.-B.F. Woyo Maru.
12.-B.F. Patrick Henry.
13.-D.L. Wray Castle.
14.-B.F. Ocala.
15.-B.F. Jaddan.
16.-B.F. Robert Dollar.
17.-B.F. Macdon.
18.-B.F. City of Dunkirk.
19.-B.F. St. Paul Dollar.
20.-B.F. Ningchow.
21.-B.F. Haffan.
22.-B.F. Haffan.
23.-B.F. Haffan.

ANTWERP.

Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
12.-B.F. City of Pittsburg.
13.-B.F. Woyo Maru.
14.-B.F. Patrick Henry.
15.-D.L. Wray Castle.
16.-B.F. Ocala.
17.-B.F. Jaddan.
18.-B.F. Robert Dollar.
19.-B.F. Macdon.
20.-B.F. City of Dunkirk.
21.-B.F. St. Paul Dollar.
22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

LONDON.

Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
12.-B.F. City of Pittsburg.
13.-B.F. Woyo Maru.
14.-B.F. Patrick Henry.
15.-D.L. Wray Castle.
16.-B.F. Ocala.
17.-B.F. Jaddan.
18.-B.F. Robert Dollar.
19.-B.F. Macdon.
20.-B.F. City of Dunkirk.
21.-B.F. St. Paul Dollar.
22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

HAVER.

Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
12.-B.F. City of Pittsburg.
13.-B.F. Woyo Maru.
14.-B.F. Patrick Henry.
15.-D.L. Wray Castle.
16.-B.F. Ocala.
17.-B.F. Jaddan.
18.-B.F. Robert Dollar.
19.-B.F. Macdon.
20.-B.F. City of Dunkirk.
21.-B.F. St. Paul Dollar.
22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

ANTWERP.

Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
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22.-B.F. Ningchow.
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24.-B.F. Haffan.
25.-B.F. Haffan.

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25.-B.F. Haffan.

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23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

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11.-B.F. Kandahar.
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24.-B.F. Haffan.
25.-B.F. Haffan.

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10.-P.O. Sialia.
11.-B.F. Kandahar.
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24.-B.F. Haffan.
25.-B.F. Haffan.

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22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

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10.-P.O. Sialia.
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20.-B.F. City of Dunkirk.
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22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

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Dec. 9.-N.Y.K. Hakozaki Maru.
10.-P.O. Sialia.
11.-B.F. Kandahar.
12.-B.F. City of Pittsburg.
13.-B.F. Woyo Maru.
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22.-B.F. Ningchow.
23.-B.F. Haffan.
24.-B.F. Haffan.
25.-B.F. Haffan.

TO-DAY'S ADVERTISEMENT.

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that the Annual General Meeting of Members of THE ROYAL HONGKONG GOLF CLUB, will be held in the Board Room of Messrs JARDINE, MATHESON & Co. Ltd., Hongkong, on MONDAY, the 18th day of December 1922 at 5.15 p.m.

LIVERPOOL.

Dec. 20.-F.B. Meriones.
21.-B.F. Ocala.
22.-B.F. Jaddan.
23.-B.F. Robert Dollar.
24.-B.F. Macdon.
25.-B.F. City of Dunkirk.
26.-B.F. St. Paul Dollar.
27.-B.F. Ningchow.
28.-B.F. Haffan.
29.-B.F. Haffan.
30.-B.F. Haffan.

GLASGOW.

Dec. 20.-B.F. Meriones.
21.-B.F. Ocala.
22.-B.F. Jaddan.
23.-B.F. Robert Dollar.
24.-B.F. Macdon.
25.-B.F. City of Dunkirk.
26.-B.F. St. Paul Dollar.
27.-B.F. Ningchow.
28.-B.F. Haffan.
29.-B.F. Haffan.
30.-B.F. Haffan.

PORT SAID.

Jan. 6.-N.L. Scholien.

BARCELONA AND VALENCIA.

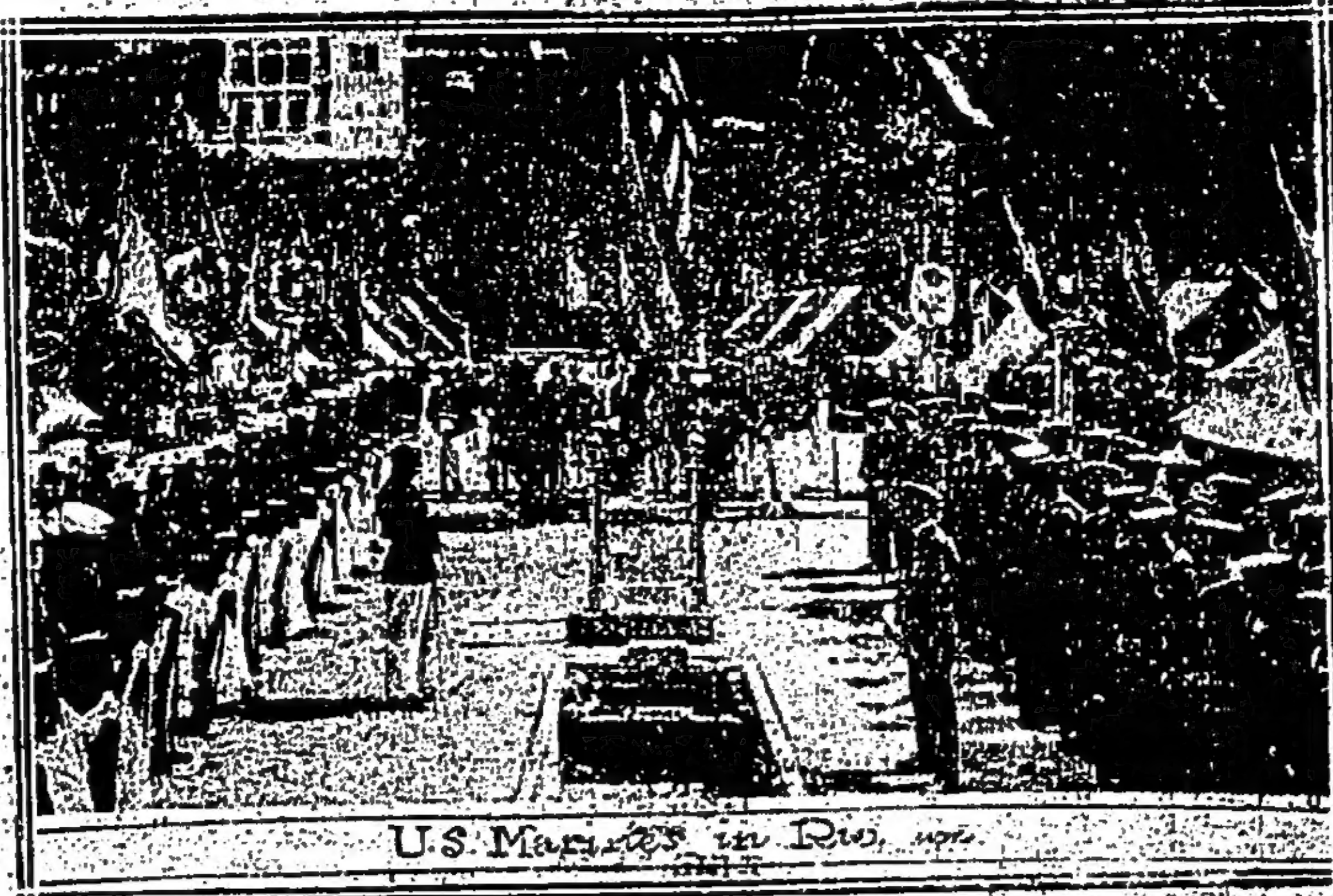
Jan. 10.-H.A.L. Preussen.

AMSTERDAM.



Mr. & Mrs. Richard E. Baxter.

Mr. and Mrs. Richard E. Baxter, who have walked 3,500 miles as part of the 50,000 miles they have wagered they will cover in seven years. They carry 110 pounds of baggage and make their expenses by selling postcards. Mr. Baxter suffered a nervous breakdown as a result of the war, being paralyzed in both arms, and is walking as a cure for his trouble.



U.S. Marines and Brazilian Marine acted as guard of honor at the laying of the cornerstone of the Portuguese-Brazilian friendship statue in Rio de Janeiro, President de Almeida, of Portugal, being present.



This is the first photograph ever made of the Irish Cabinet of the Free State in official session in Dublin. From left to right: J. J. Walsh, Postmaster General; over his shoulder is seen Kevin O'Higgins, Minister of Home Affairs; then Ernest Blythe, Minister of Local Government; William Cosgrave, Chairman of the Provisional Government; Hugh Kennedy, Legal Adviser of the Provisional Government, and Major General Joseph McGrath, Minister of Industry and Commerce.



Mrs. Enrico Caruso and Gloria.

Mrs. Enrico Caruso, widow of the famous tenor, is shown with her daughter Gloria, approving the biography of her late husband, as written by: Pierre V. R. Key, lifelong friend of the singer and a noted musical authority.



Mrs. Norman de R. Whitehouse, who was President Wilson's personal representative in propaganda work in Switzerland during the World War, is the leader of the women Democrats of New York State in their fight to elect Albert E. Smith Governor.



Prof. George H. Derry.

On a platform calling for light wines and beer, Professor George H. Derry, instructor of economics at Union College, Schenectady, N.Y., is seeking election to Congress on the Democratic ticket. He makes his campaign speeches in six different languages—English, French, Italian, German, Polish and modern Greek.



Lady Duveen.

Lady Duveen, wife of the famous art connoisseur and art dealer, has returned to America after a protracted visit in England.



Brig. Gen. W.D. Connor.

Although the American Army forces in China number only 600, Brigadier-General William D. Connor has been sent to command them, with headquarters in Tientsin, because of the importance attached to the post.



Miss Elfreda Klauber.

Miss Elfreda Klauber, of Philadelphia, who already has a reputation as a sculptor, has sailed for Italy to complete her studies.



Young Edgar Bursar, of Northampton, Mass., is shown mounted on the pony he rode from Albany, N. Y., to Boston. He will make the return trip carrying a letter from the Mayor of Boston to the Mayor of Albany.

THE NEW REMINGTON PORTABLE TYPEWRITER.

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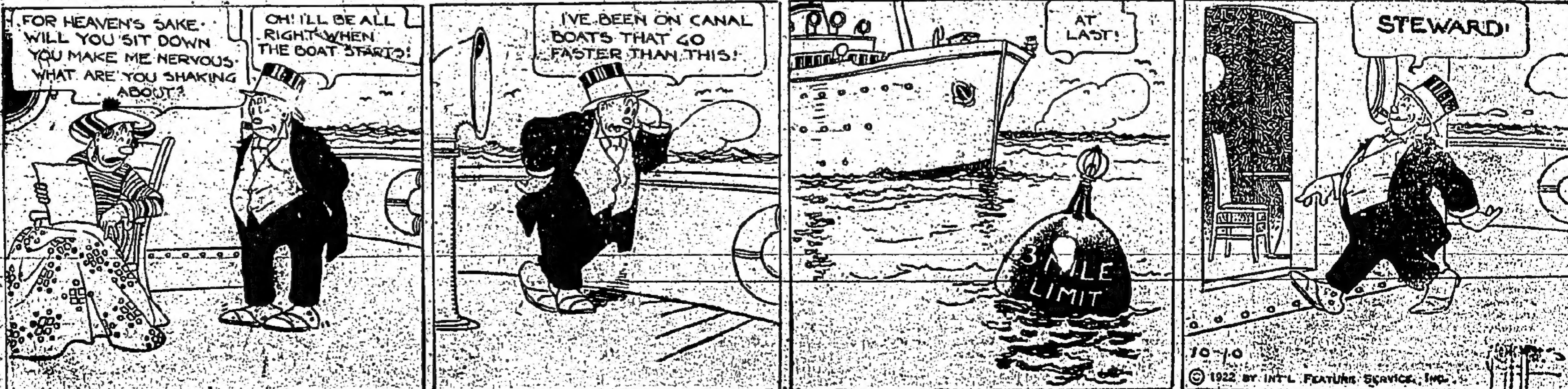
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accuracy and cheapness.
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Alkali Manufacturers
 Cranmer, Mond & Co. (China), Ltd.
 Alkali Manufacturers,
 64, Cen. 1899. 7, Queen's Rd. Central

Auctioneers
 Hughes & Hough.—Coal Contractors,
 General Auctioneers and Brokers.

Banks
 The Bank of Canton, Ltd.,
 20, Queen's Road Central.

The Bank of East Asia, Ltd.
 20, Queen's Road Central, Hongkong.

China Special Bank, Ltd.
 6, Duddell Street.

The Chinese Merchants' Bank, Ltd.
 Alexandra Bldg., Chater Road

Building Contractors
 Wing On & Co.
 Building Contractors.
 24, D'Aguiar Street. Tel. Cen. 1697

Building Materials and Plumbing Supply
 Lee Hoo, Building Contractor,
 Dealer in Building Appliances.
 17, Wellington Street. Tel. Cen. 1453
 Manager, Lee Hoo Chong.

Coal Merchants
 Sze Hing & Co., Ltd. (Doddwell & Co.,
 Ltd.) Coal and Steamship Owners.
 Sze Hing & Co., Ltd. (Doddwell & Co.,
 Ltd.) Coal and Steamship Owners.

S. Khanna & Co.
 2, Connaught Road Central.

Sze Hing & Co., Ltd. Merchants
 24, Queen's Road Central.
 Tel. Cen. 1735

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 24, Queen's Road Central.
 Tel. Cen. 1735

Land & Estate Agents
 Pnn Yick Cho, Land & Estate Agents
 Tel. Central 911-1897.
 25, Queen's Road Central.

Leather Goods
 Nam Keng Suitcase Co.,
 Best makers of Leather Suitcases,
 Hand Bags, Purse, Belts, etc.
 13, Pottinger St., 208 Queen's Rd. C.
 and 28 Hillier St.

Pik Ah, Manufacturer of Leatherware
 Suitcases, Handbags & Leather
 garters, 212, Queen's Road, 44,
 Jervois Street, Tel. Central 1745.

Po Hing, 224 Des Voeux Road. Manu-
 facturers of Leather Suitcases, Hand
 Bags, Trunks etc.

Matting
 Cheong Lung, Dealer in Mats, Silk,
 Rice, Sugar, etc., also Hattan and
 Yams, 34, Bonham Street, East,
 Tel. Cen. 112, 242, Chung Lee King.

Merchants
 Asia Commercial & Development Co.,
 China Bank Buildings (2nd floor) Tel. 3609

Gibbs, J. & Co., Alexandra Building.

Millinery
 Madame Lily, Alexandra Building.
 Latest models and creations from
 Paris in Frock and Millinery.
 "The Centre of Fashion."

Miners
 China Commercial Co., Ltd.,
 Miners, Importers and Exporters.
 54-56 Queen's Road C. Tel. Cen. 2925.

Modistes
 Madame Lily, Alexandra Building.
 Latest models and creations from
 Paris in Frock and Millinery.
 "The Centre of Fashion."

Optician
 The Hongkong Optical Co., Phone 2122.
 43, Queen's Road Central

N. Lazarus, Optician.
 Tel. Cen. 2203. 12, Queen's Rd. Central.

Photographers
 Mee Cheung, Photographer.
 23, Ice House Street,
 7, Beaconfield Arcade (Branch).
 Developing & Printing undertaken.

Providers
 Yee Hing Tany & Co., Dealers in
 Foreign Goods, New Shoes, Choco-
 lates, Soft Felt Hats, Pipe, Wool
 Socks, Sweater Suits, etc., 11, Har-
 bor Road.

Printers
 The "China Mail," General Printers,
 Publishers and Bookbinders.
 5, Wyndham Street. Tel. Cen. 22.

Scissors
 Mustard & Co., Connaught Road Ctl.

Ship Chandlers
 Chung Fook, 78 Connaught Rd. Ctl.
 1st floor; Tel. Central 635.
 Shipchandlers, Stevedores and
 Compravore

Shipowners
 Man Wing & S. Co., Ltd.,
 38 Bonham Street West. Tel. Cen. 1730
 Regular fortnightly service
 Hongkong and Hai Kong via Hoihow
 S.S. "Haitan."

Shoemakers
 Jun Koo, 1, 1st floor, Sewing Machines
 and Accessories, Boot & Shoe Maker.
 7 Pottinger Street

Silk Store
 D. Chellaram, Royal Silk Store,
 208 Queen's Rd. Central, atin
 Crepe de Chine, Georgette and
 Brocade Silks

Stationery
 Fohoomall Bros., 36, Queen's Rd. C.

Tailors
 Ah Young, Tailors, Drapers & Out-
 fitters, Hat & Clothing, Suits made
 to order. No. 74, Queen's Road
 Central. Tel. Central No. 2321

Tobacco, Cigarettes.
 British American Tobacco Co.
 (China), Ltd. 15-19 Connaught Road.

Typewriters, Etc.
 Mustard & Co., Connaught Road Ctl.

Wine & Spirit Merchants
 Kwan Tye, General Storekeeper,
 Wine & Spirit Merchant.
 No. 109, Queen's Road Central.

Wine & Spirit Merchants
 Kwan Tye, General Storekeeper,
 Wine & Spirit Merchant.
 No. 109, Queen's Road Central.

SPORT.
FOOTBALL.
KOWLOON TEAMS.

First XI versus King's Regt., at
 Sookmoo. Kick off at 4 p.m.—
 Woodman; Wheeler and Knight;
 Morrison, King and McKelvie; Cleme,
 Mason; Fasco A. Duncan, and
 Colmbs. Reserve: Millard.

Second XI versus King's Regt., at
 Sookmoo. Kick off at 4.15 p.m.—
 Rasmussen; Blagden and Duncan;
 G. Banner, Olliver and Hooper; Hart,
 Ferguson, Sperry, Payne and John.
 Reserve: Easterbrook.

UNITED v. "MARAZION."

The following will represent the
 United in their second division league
 fixture, to-morrow on Sookmoo "B"
 ground. Kick off at 2.30 p.m. sharp:—
 Urquhart; Jackson, Olliver, Kent,
 Leonard, Derry, Botelho, Mackenzie,
 Brown, May and Chubb.

CLUB v. HAWKINS.

The following team will represent
 the Club in their league game with
 the Hawkins on the South China A.
 ground to-morrow at 4 p.m.—Rodger,
 Bishop, McCubbin, Israel, Stewart,
 McPhail (Capt.), McTavish, Forsyth,
 Begg, Valentine and England.

CRICKET.

K.C.C. 2nd v. R.E.

At Kowloon, (league) to-morrow at
 2.15 p.m. the following will play for
 the Home XI:—A. O. Brown, E. J.
 Edwards, B. Petheram, W. Hyde, J.
 O. Fletcher, M. L. Ralston, C. W.
 Jeffries, H. Overy, R. E. Lindell, W.
 B. Haslett and F. G. Herdridge.

K.C.C. v. NAVY.

At Happy Valley (friendly) at 2.15
 p.m. to-morrow. Kowloon will be
 represented by the following:—B. D.
 Evans, H. H. Benson, O. J. Stapleton,
 W. Fraser, T. M. Cochrane, R.
 Preston, C. Dancer, E. G. Spinks, G.
 A. V. Hall, S. Jex and L. A. R.
 Duncan.

RUGBY.

CLUB v. "AMAR."

The following will play for the Club
 against the Sailors at Happy Valley,
 to-morrow. Kick-off at 4.30 p.m.—
 Moorsam, Day, Logan, Frowes and
 Ritchie; Morrison and Lamplugh;
 McCann, Andrews, Moncreiff, Rodger,
 Brown, Jones, Wittichell and Cameron.

The report of the purchase of the
 Hotel Villa Igies at Palermo by the
 ex King Constantine is denied by the
 proprietor of the hotel.

Just as Brindisi has been used for
 many years as a port of call for liners
 to the East, so, under an arrange-
 ment just concluded with the Italian
 Government, it is to serve as a port
 for air liners to Corfu, Alexandria,
 Athens, and Constantinople.

HONGKONG TIDES.

The tide-table given below has been
 compiled by the National Almanac Office
 in London from the result of the analysis
 of observations taken by means of an
 automatic tide-recording machine in the
 Water Police Basin at Tsim Sha Tsui
 during the years 1909-10.

The zero of the table corresponds with
 zero of the sounding in the Admiralty
 chart, which has been found to be 4 feet
 inches below mean sea-level.

To obtain the depth of water on the
 tide gauge at the Victoria Naval Yard
 add 2 feet 4 inches, and on the gauge
 at Lamont Dock, Aberdeen, add 10 feet
 4 inches to the height given in the table.

December 1st to 7.

High Water

Low Water

Standard Height

Standard Height

Standard Height

Standard Height

Standard Height

Standard Height

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
 (Direct)

"PHEMIUS" 9th Dec. London, Rotterdam & Antwerp
"ALCINOUS" 11th Dec. Amsterdam, London, & Hamburg
"MENTOR" 23rd Dec. London, Amsterdam & Antwerp

LIVERPOOL SERVICE
 (Direct or via Continental Ports)

"MERIONES" 20th Dec. Genoa, M'les, Liverpool & Glasgow
"CANFA" 23rd Dec. M'les, Havre, Liverpool & Glasgow
"KEEMUN" 20th Jan. Genoa, M'les, Liverpool & Glasgow

PACIFIC SERVICE
 (via Kobe and Yokohama)

"TALYTHYUS" 19th Dec. Victoria, Seattle and
"TYNDAREUS" 12th Jan. Vancouver

NEW YORK SERVICE
 (via Suez or Panama)

"AGAPHEUS" 8th Dec. via Suez
"CALCHAS" 24th Dec. via Suez
"NACHAON" 15th Jan. via Suez

PASSENGER SERVICE

"MENTOR" 9th Dec. for Shanghai
"MENTOR" 23rd Dec. for Singapore & London
"TERESIAS" 12th Feb. for Singapore & London
"PYREUS" 8th Apr. for Singapore & London

For Freight and Passage Rates and all Information Apply to:—
BUTTERFIELD & SWIRE,
 (John Swire & Sons Ltd.)
 AGENTS.

POST OFFICE NOTICES.

On and after 1st December, 1922, the rate of postage on letters posted in Hongkong addressed to Canton will be 4 cents for each oz. or any fraction thereof.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FRIDAY, DECEMBER 8.

SATURDAY, DECEMBER 9.

SUNDAY, DECEMBER 10.

MONDAY, DECEMBER 11.

TUESDAY, DECEMBER 12.

WEDNESDAY, DECEMBER 13.

THURSDAY, DECEMBER 14.

FRIDAY, DECEMBER 15.

SATURDAY, DECEMBER 16.

SUNDAY, DECEMBER 17.

MONDAY, DECEMBER 18.

TUESDAY, DECEMBER 19.

WEDNESDAY, DECEMBER 20.

THURSDAY, DECEMBER 21.

FRIDAY, DECEMBER 22.

SATURDAY, DECEMBER 23.

SUNDAY, DECEMBER 24.

MONDAY, DECEMBER 25.

TUESDAY, DECEMBER 26.

WEDNESDAY, DECEMBER 27.

THURSDAY, DECEMBER 28.

FRIDAY, DECEMBER 29.

SATURDAY, DECEMBER 30.

SUNDAY, DECEMBER 31.

MONDAY, DECEMBER 1, 1923.

TUESDAY, DECEMBER 2, 1923.

WEDNESDAY, DECEMBER 3, 1923.